Horndean & District Amateur Radio Club Journal

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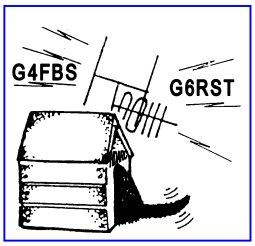

Follow TheTorch
The Olympic Torch set off on its travels around the British Isles on May 19th 2012 and completed the journey on July 27th at the Olympic Park in London.
It was followed by the WORKED ALL BRITAIN AWARDS GROUP G4WAB-G7WAB using the special prefix of each country as it went on its travels. GC-GH-GN-GP-GS-GT-GX
This certificate is issued with grateful thanks to your club for helping to make this possible.
Presented to
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Amateur Radio
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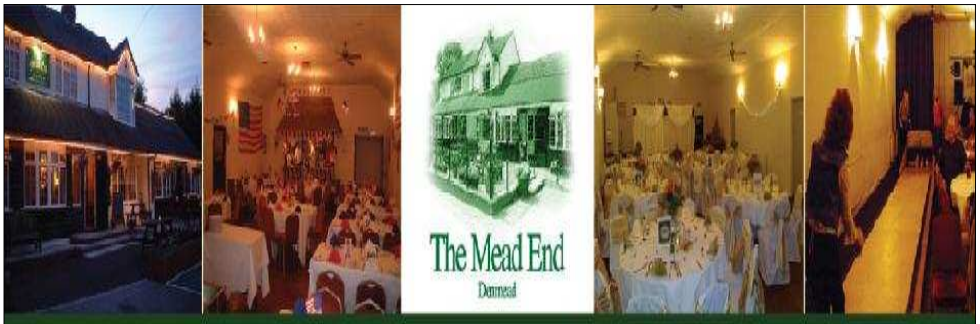

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Horndean & District Amateur Radio Club
Founded in 1975

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Articles, letters of interest, photographs are always needed and should be sent to the Editor :- Sean Grant 51 Winchfield Crescent Havant PO9 3SR Tel : 02393 079346 & Email : M3SGO@Hotmail.co.uk

It would be appreciated if submitting typed script that it is of good quality bold lettering. This allows me to scan it in direct. Saving me time retyping. Copper plate handwriting most acceptable. I use Microsoft Publisher 2002 to produce the journal so am happy to accept articles/photographs on a CD providing it is compatible and can be read in Word.. If you require the material to be returned please enclose a SAE. Opinions expressed in the journal are not necessarily those of the HDARC. The Editor decision is always final.

Closing date for next journal is : 1st of November 2012

Editorial.

Hiya folks.

As I prepared this journal we had some late news about the passing away of Karen M6KLH. Her body was found in her flat on Thursday 6th Sept. She will be sadly missed by myself and everyone at the club. Karen was a very bubbly person who worked hard in the club. Details will be given later about the funeral, and there will be an obituary in the next journal.

I would like to thank again everyone who helped out with all the events over the last couple of months. As you will read, the club has been very busy, and also thanks Julia G0IUY for the fantastic annual trip to London. As usual you have done the club proud. Can't wait for the Xmas social.

As you are aware, there are extra fliers with this journal. That's because it's coming up to the 2012 AGM and it's important you fill in these fliers to cast your :

1. Vote for the next committee (you do have a say in who runs the club and it's many jobs). Remember it's your club !!!!
2. Vote for who produced the best original article in the journal over the last 12 months; The John Taylor-Cram Scribe Award.

Also folks, I need more articles as I'm running out, and remember you could have a chance to win next year's John Taylor-Cram Scribe award !! The articles don't have to be radio related as such, if you went away some where interesting or you went to a rally or even if you made something! Perhaps you want to put your spin on events the club has done!!! I'm sure we would like to read about it.

Until next time

73

Sean M0XAN

FOLLOW THE TORCH

The HDARC was asked by the "Work All Britain" group if we would run a special event station and using their club callsign GX4WAB.

Stuart G0FYX, the HDARC Secretary, worked extremely hard helping with the preparations and lead up to the big day. It was just a week or so prior to this that our club's Station Manager was unable to fulfil his role due to unforeseen circumstances beyond his control, and Stuart G0FYX was asked if he would take over the role of acting Station Manager for that period.

On Monday July 16th the club caravan, which is situated within Fort Widley on Portsdown Hill above the city of Portsmouth, was made ready for the start of operating at 08.00hrs and was due to continue until approximately 22.30hrs.

This was day 59 of the special call and was operated from WAB Square SU60.

Stuart G0FYX and Chris M0KTT arrived on site at 07.30hrs to get the antennas connected and radios operational for the planned start time. Weather was grim.

Simon G0IEY and I arrived on site soon after 09.00hrs with the rainfall getting harder. Nigel 2E0NAJ arrived about 09.30hrs ready to take over on HF at 10.00hrs, whilst I operated the VHF radio on the 2m band alongside. This day was also special for one club member, Sean M0XAN, who arrived just before 10.00hrs; it was his birthday.

A top-up of the generator mid-morning was a must, and those amateurs who were patiently waiting in a queue to work Nigel on HF were soon back in full swing again.

The rain got harder, and remained so for the rest of the day/evening without any let up, and at times the caravan was a little cramped. John G4WQZ arrived at approximately 11.50hrs to work the HF radio, and was followed closely by Mark 2E0EFA the club's Station Manager, who managed to get away for a while from his other commitment.

So glad they didn't put 43 candles on there. Thank you Julia for the cake.

Stuart and Nigel finished their allocated time slot, and went home as they had other duties to attend to, but were scheduled to return later in the day. John took over and had a busy time with the number of amateurs waiting. I carried on with the VHF radio until someone else wanted a go. We had some other club members visit the station, David M6DBM and Colin M6KJF. David was asked by me to have a go on the VHF radio as this was good practice for one of the club's newer licence holders. Colin watched and listened. Club members Gail and Kevin, who are both short wave listeners, popped in to see what the station was about, as Kevin is about to do his Foundation licence with the club. The petrol can needed topping up, so Sean kindly drove me to the nearest petrol station where we filled up the jerry can ready for the next top-up of the generator. When we arrived back, Gail and Kevin were just leaving the Fort's main entrance. Thank you both for visiting and giving support to the club and its special event.

The time was by now getting on for 16.00hrs whereby Stuart and Chris had returned to do their next slots. Stuart operated VHF, whilst John was finishing his backlog on HF. So by the time John had finished Stuart swapped places and Chris continued on VHF. John left to return home and was returning later in the evening.

Chris had loaned the club his portable gas stove so that we could make hot drinks for everyone. Once the caravan had lost a large number of bodies, and we could breathe again (hi!), a birthday cake was brought out and candles lit for Sean to blow out on his special day. The cake was cut and handed around to those present. Sorry for those who missed out.

Nigel arrived back at 17.30hrs and took over the HF whilst I again did VHF. It wasn't such an active 2m band at this time of day so calls were put out every 10-15 minutes on the call channel. HF was a different story. Nigel did an excellent job in both logging and operating as an Intermediate licence holder and enjoyed himself. Well done Nigel.

At 19.45hrs both John G4WQZ and Mick G3LIK arrived ready to take over at 20.00hrs. Mick is an excellent CW man and thought that this mode of operation was taking place, but was disappointed to learn that it was voice only. Mick had a go on VHF for a while then decided to go home and spend the rest of the evening with his XYL. Nigel finished on HF at 20.15hrs which allowed John G4WQZ to take over and so both Stuart and Nigel took turns operating on VHF.

By 21.45 the generator was running low and it was agreed that the station would close at 22.00hrs, and in any case the number of callers on HF was drying up. A total of 275 contacts were made on HF (40 and 80mtrs), and 73 contacts on 2mtrs FM during the course of the day/evening.

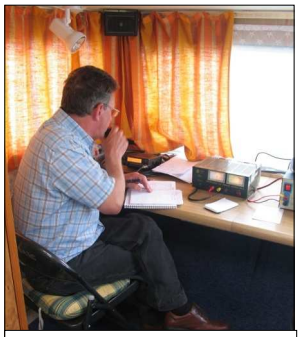
Closing down stations, and locking up everything to vacate Fort Widley by 22.15hrs proved to be the conclusion of a very successful event. Thanks go to all the team and club members who volunteered their help in operating/logging and for staying to the finish time.

It is a shame the weather was so bad for the duration, but all in all everyone enjoyed the experience of the event. We were pleased to receive a thank you certificate from the Worked All Britain group as an appreciation for taking part. More information about this group can be found at www.worked-all-britain.co.uk .

The club is looking forward to operating its next event, which will hopefully be a field day, so watch this space.

Photos enclosed with this article have been kindly donated by me. A short account of the event, and a photo, appeared on page 84 of the September edition of RadCom.

Julia G0IUY



David M6DBM operating 2M

John G4WQZ operating HF

Nigel 2E0NAJ operating HF

Two of the antennas on the site. A 2m / 70cm collinear on top, and a 5 band Cushcraft 3-element beam on a rotator

A 2m / 70cm "Super Flowerpot" Antenna, part 1

By Laurence Barker, G8NJJ

This is a "coaxial collinear" based on the design from John, VK2ZOI (see http://vk2zoi.com/articles/dual-band-high-gain-flower-pot/). See the original article for more details.

The antenna is constructed from RG58/U coax, 22mm plastic plumbing (waste) pipe and aluminium cooking foil. It's simple and cheap to construct, and seems to have fair performance. Unfortunately it needs some "original thinking" on the mechanical perspective, but that's probably quite easily fixed.

Electrically, the antenna consists of two half wave elements at 2m stacked one above the other; a piece of coax in the middle inserts a half wavelength phase shift to make the second half radiate effectively.

At 70cm, each radiating element is one-and-a-half wavelengths, and a foil "outer" makes the whole behave as four stacked half wavelengths. There are two possible explanations as to how all of this works, of which I prefer the second:

1. Because all of the elements produce a solution to the electromagnetic field equations at the correct centre frequencies;

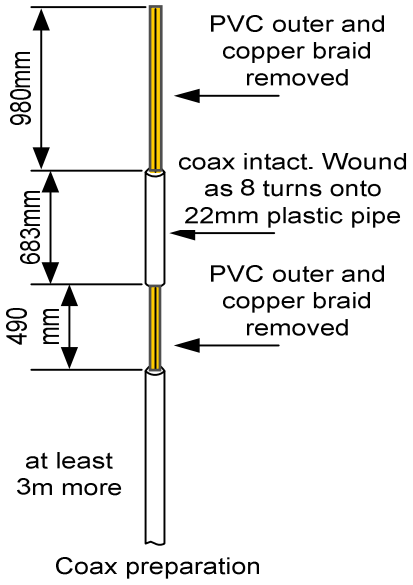
2. "It just does".

John describes the antenna as a prototype, unproven design. I constructed the first version exactly as described, and found that it operated on both bands but wasn't ideally matched on either (with VSWR ~2.2 on 2m; I can't measure calibrated VSWR on 70cm). It also appeared, using an antenna analyser, that it was trying to resonate on two different frequencies.

Could I do better?

I checked all the element lengths using a simple spreadsheet, using 95% velocity factor for wire and 66% for RG58/U coax. That suggested the antenna was nearly 20cm too short – enough to make a difference. I remade the antenna and found its VSWR was excellent – dipping to perhaps 1.2 on 2m and "no bars shown" on the FT817 on 70cm.

That's as good as you are likely to get on a collinear without a lot more work.


980mm
PVC outer and copper braid removed
coax intact. Wound as 8 turns onto 22mm plastic pipe
683mm
PVC outer and copper braid removed
490 mm
at least 3m more

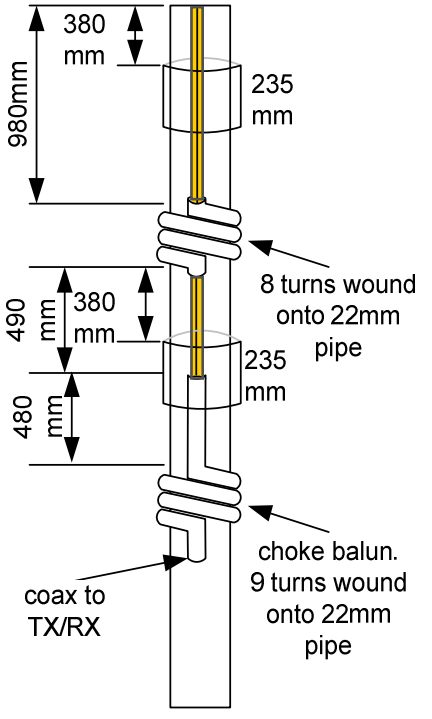
Coax preparation

The antenna is made from a piece of RG58/U coax. Mine was made with cable from Nevada Radio; other brands may have slightly different velocity factor and need different lengths. You will need at least 5m of coax to begin!

The dimensions shown are for the mark 2, "correct" lengths.

It requires the PVC outer and braid removing from the coax in two places, leaving the PTFE centre insulator intact. Use a sharp knife to remove the outer, then side cutters to "nip" the braid until freed at both ends; it can then be bunched up and slid off. I used heatshrink sleeving to seal the joins.

Keep the removed braid for the next heavy duty earth strap you need!



The coax is "assembled" on a 2.5m piece of 22mm plastic waste pipe. In two places the coax is close wound onto the outside of the pipe; it then threads inside the pipe for the intermediate sections. Some careful work with a 6.5mm drill and a pair of tweezers will pay off here!

Finally two pieces of aluminium cooking foil are glued / taped onto the outside of the tube in the positions shown. They are each 235mm long. In principle they can be slid up or down to optimise VSWR, but I found that only gross changes made any difference.

The foil will need to be protected, and the holes into the pipe need to be sealed. You can get heatshrink sleeving big enough to do that, but it is getting pricey (it will comfortably double the cost). Alternatively use carefully wound self amalgamating tape over the two chokes and the foil.

The “middle” piece of coax that is wound onto the pipe is a phasing section. The bottom section is a choke balun: above it the coax outer deliberately radiates, while below the choke it acts as a normal coax feeder. You can test whether it has been effective by holding the coax near the TX end and seeing if the VSWR changes. Only do this at low power though!

Electrically, my mark 2 version works well. Where it fails is in mechanical design: it is around 2.2m long and the PVC plumbing pipe is just too flexible. I’d like it if the antenna lasts longer than a day, but put up on a roof in a breeze it might not make that!

A credible structure might be possible using one of the telescopic fibreglass “roach pole” type fishing rods. A posh carbon fibre one would be no good (it would be conductive) but fibreglass ones are readily available. I’m not sure if they retain strength if drilled; some reinforcing may be needed.

I’ve moved on to other projects for the moment, so it will be a while before I do any more with this. Does anyone else want to pick up the cudgels and have a go at finishing this?

The sinking of the” Empress of Ireland”

People speak of the huge loss of life on the “Titanic” & the “Lusitania”, but another disaster happened between the sinking of these two well known named ships. It was the sinking of “The Empress of Ireland”. But because of the death of the Arch Duke Franz Ferdinand and the First World War, it was pushed into the background.

On 29th May 1914, one year before the sinking of the Lusitania, “The Empress of Ireland” left Quebec for England with 1477 passengers and crew. Approximately 2 hours out of Quebec, the Norwegian coal freighter – “The Storstsad” - was seen going in the opposite direction. Both ships ran into a thick fog bank and they collided. “The Empress” sustained a huge gash in her side. Still moving quite fast, the water flooded in and 14 minutes later, she plunged into the depths, taking 1012 people, including 314 of the 318 children aboard, to their graves.

Later, at the Court of Enquiry, the cause was put down to lack of communication between the ships and, due to the electric current being disrupted by the collision, no watertight door could be closed. The freighter made it to shore with its reinforced bow crumpled.

“The Empress” lies in 150 ft of water in the St Lawrence River at Point-du-Pere (Father Point) and is now a protected site.

Les 2E0RBM

FLIGHT REFUELLING RALLY

The committee agreed at the end of last year that the club should try and have a stand again at the Flight Refuelling Rally in Wimborne, Dorset. This is always a good way in which to sell surplus equipment and components, providing that transport and man-power is available.

This venue is one of a few larger rallies that are left in this country, so it is important that amateurs and SWL's support these and the smaller venues whenever they can. Without these rallies the hobby of Amateur Radio would not be the same. For constructors, the rallies are a very good opportunity to buy components from stands. Many of the traders have themselves travelled a long way, and it saves the customer time in having to research availability beforehand, if items that they want can be looked at and purchased direct. It also saves on a long wait for the post. The same can be said of new equipment that traders have taken along.

As soon as the application/booking form arrived in March the club booked its usual 25 x 5mtr pitch on the main field. The event took place on Sunday August 12th.

Due to circumstances beyond our control, the team involved over that weekend had to revert to plan C with regards to transporting goods for sale, which is primarily to help boost club funds and keep subscriptions at their current low rate.

Unfortunately for us, Sean M0XAN, who is generally one of our main task force, was away that weekend for a family gathering.

On behalf of the committee, we thank all those club members who turned up to Anders Hall at 07.45hrs on the Saturday morning to help load up their cars with as much gear as they could carry. We also thank those members who, as promised, just arrived to help where needed, even though they were not attending the rally on the Sunday. By the time all five vehicles were filled up, the actual store room was ¾ empty. The weather was good. We vacated the hall by 09.30hrs to allow the other group who had booked the hall for the day to continue. They arrived soon after us at 08.15hrs and worked around us coming and going through the main hall.

A party in the park was booked for the Saturday by Mencap for its members as part of the on-going Jubilee celebrations. Another privately-booked party in Anders Hall was scheduled to finish on the Sunday around 18.00hrs so we were asked not to return with the gear until after that time.

It was to be an early start again on the Sunday morning for most of the team involved. For Simon G0IEY and I, we had to load our vehicle on the actual day, so our actual start time for the day was 04.15hrs when most would have still been in the land of nod as they say. We left home at 06.45hrs and took a 2mtr radio in the car so contacts could be made with other team members en route. Plenty of calls were put out but it wasn't until we reached the big roundabout at Ferndown that we made contact with Frank G0LFI and Christine M6UBI. His signal report was very strong 5-9+, so it was no surprise to hear that he was only a few cars behind us.

When we arrived on site, other team members were already there unloading cars, this was Stuart G0FYX, Chris M0KTT, and John G4WQZ. Simon and I pulled up to help unload the rest of the gear they had brought along so that John could move his vehicle on to the main car park area. This was to allow for other team members to arrive in due course and off load their vehicles. Frank and Christine pulled up on the pitch and positioned themselves as they had a stall within our pitch area to sell gear belonging to the SCART Group. At 08.35hrs Nigel 2E0NAJ was the last car to arrive with his car on the pitch. Two gazebos were quickly erected, followed by the tables and gear. Stuart did his usual task in selling books which he enjoys. We had forgotten by 09.15hrs that Rob M0RZF was still to arrive with his car and be off-loaded. Rob arrived at about the same time the public were being allowed entry, so we managed to help collect the gear from his car and transport it to the stand.

As usual, before the official opening time we have other traders trying to purchase from us as cheap bargains. We always decline for two reasons, (1) In our experience the items generally end up on their stall the same day at a much higher price, and (2) It is unfair to paying members of the public. As one of our stall holders put it, when he went to a rally after lunch due to a morning commitment he was charged an entry fee to get in and most stalls had gone home. Therefore why should we sell before the rally opens and then maybe have nothing else left to sell to the public when they enter.

The club stand was busy from the start with all the team members now manning the large pitch area to help sell. Thank you to everyone involved in this. It takes a lot of dedicated workers to help with setting up, selling, speaking with visitors, clearing up, and off loading back into storage at the end of the day.

Rob M0RZF had to leave after lunch, but as it turned out with the amount of items the club sold on the day for club funds, all cars left in helping to transport back to Anders Hall were only, in some cases, half full. The weather was great for the day despite one or two drops of rain first thing. We were well prepared with sheeting to help cover over should the conditions have worsened.

I personally thank Stuart G0FYX for being a huge supporter over the two days. Because some members couldn't now be there for the club on both days, Stuart gave up his Sunday to help where he was most needed. We certainly couldn't have manned the full span of pitch without his help.

Despite many stands having already gone, the HDARC stayed on site and started clearing items away at 16.15hrs. We were still busy selling right up to the time we had packed the last car with equipment, and were off site by 17.00hrs. The traffic was busy but then it always is after this venue. The biggest bottle necks being at Ringwood and Rownhams Service area.

Simon G0IEY and I arrived back at Anders Hall at 18.30hrs only about 10 minutes behind the person in front of us which was good timing. The party in the park and the hall had finished and it didn't take long to move the gear back inside, and those members on the Saturday who came to help load returned to help put away as well, so thank you. We all went home for a well earned rest following, as it is always, a very long and tiring day.

What will happen for 2013 is yet to be decided as getting a suitable vehicle to help transport is our main problem with Plans A and B having failed this year. The regular members are happy to load and unload but it would be nice to have some of you younger and fitter members coming along next time please. We are all getting older, so a fresh lease on life would be much appreciated. We are after all doing this for the membership overall. If you can help, or know of someone with a van that would be willing to drive it, first so the gear could be loaded and then take to the rally etc that would be a great help to the club. Please let a member of the committee know.

Based on that info, what happens next year is yet to be decided.

Julia G0IUY

WANTED

USER MANUAL FOR A KENPRO KP-200 MEMORY KEYER.

A COPY WOULD BE OK. ALL REASONABLE COSTS PAID.

PLEASE CONTACT IN THE FIRST INSTANCE SIMON G0IEY ON HIS E-MAIL ADDRESS

simontribe@ntlworld.com

GBØSWF AT THE SOUTH DOWNS WOOD FAIR 2012

This event was held at Butser on the grass slopes adjacent to the A3 opposite the Queen Elizabeth Country Park, between Horndean and Petersfield.

The event used to be called the Country Park Show, but now a change of name as it is based mainly on woodcrafts of all kinds, although there are still other country crafts in attendance, plus activities for children.

The HDARC had its large marquee on site and was operating both VHF and HF over the weekend of 21st and 22nd July.

Because of the persistent bad weather beforehand, and constant changing reports in the week leading up to the event, it was agreed that on Friday July 20th the gear that would be required over the weekend would be collected from storage and transported to the site by car by Stuart G0FYX, Chris M0KTT, Sean M0XAN, Nigel 2E0NAJ, Simon G0IEY and Julia G0IUY. Upon arrival at the site at 10:00hrs, additional club members Mike G6WBX, Alan G8AFZ and Colin M6KJF were already waiting to help unload and erect the antennas and marquee where necessary.

The marquee was the biggest and most awkward item of all but it didn't take too long to get in position. It meant that with sufficient cover the radios/antennas and equipment could be sorted in the dry. Sean provided his gas stove and water with tea, coffee etc, so that hot drinks were readily available. Thank you Sean.

It was also agreed to try different antennas/masts for the weekend's event, so Nigel 2E0NAJ kindly loaned his HF Pro-Whip Mini Delta Loop set-up, and Sean M0XAN loaned his 10 metre high Pro-Whip telescopic HF vertical, and also his wire antenna for the 2m station which was attached to Chris's fibre-glass telescopic mast. All these antennas/ masts were much lighter, quicker and easier to put up and use, in comparison with the club's push-up and pump-up masts where lots of bodies would have been needed to put them up, guy them etc.

Setting up

After the HF and VHF station set-up had been tested on the Friday, the generator, rigs and PSU's were brought away for overnight security. Most of us got away from the site by about 1300. The HF rigs we used were the ICOM IC-718 with the MFJ 993B auto ATU, the TS 930s (built-in ATU), and the Alinco DR-590E for VHF, all belonging to the club.

On Saturday, Chris drove round to Stuart's QTH to help transport some of the equipment that had been stored overnight, and they both arrived at the site around 09:00hrs, to find some club members already there waiting. The stations were soon set up, and on the air. No set rota was organised for operating, and whoever was around at the time could get GB0SWF on the air. The site was a poor one for VHF, being in a hollow and surrounded by hills. Similarly band conditions for HF were poor, however we did get contacts when possible. The station was manned by a large team of members and committee throughout the day so there was a constant change in operators to enable adequate breaks to take place. We had many visitors to the club marquee, and we had a good position on the site, being close (but not too close) to the entrance. Weather was hot and sunny all day. The show closed for the day at 17:00hrs.

Saturday afternoon team; photo by G0FYX

We did have one potentially serious incident, when Mick G3LIK had a diabetes-related episode, and it was necessary to call for help from the on-site nurse. After an hour or so Mick was back firing on all cylinders and making CW QSO's again.

On Sunday morning the weather was again good, a little breeze but sunny. Simon G0IEY and I arrived on site at about 08:15hrs; I had made up a couple of flasks, one with tea and the other with coffee for Chris M0KTT and Richard G3AAT who had been sleeping overnight in the club's marquee as night watchmen. Thank you both. Richard was operating on the club 160m net when we arrived, and Chris had gone off to find a hot meal for his breakfast at one of the other stands on site. Sean M0XAN arrived soon after us.

The show opened at 10:00hrs and there was a constant stream of visitors to our tent throughout the day with some wanting info on the courses and exams. I operated on VHF whilst Chris and Richard worked together on HF. Our club Chairman Ken G0JWL and his XYL Christine arrived together with a guest, followed by Ronald G3UKU, Laurence G8NJJ and his two sons Michael M6MCU and Chris M6TUD. Michael stayed in the marquee and did some operating whilst his family walked around the craft fair.

Alan M0SNT then arrived to do some operating on HF.

Most of the membership in attendance did PR work with the visitors. Simon and I had a break after lunch and walked around the fair. A stall with various owls on display was excellent. I got to hold, as did Chris earlier, one of the larger owls/birds of prey. A photo enclosed. On the way back to the club tent we met up with Stuart G0FYX who had not long arrived. The marquee was still very busy with visitors and so it remained right up to closing time. A photo of our club Chairman Ken G0JWL and Chris M0KTT was taken in a relaxing moment.

The club thanks all those who gave up their time to operate and do PR work on behalf of the club over the two days, and those members who came back at closing time on the Sunday to help dismantle and put gear back into cars ready for transporting back to storage. The main purpose of the special event station was to promote the hobby of amateur radio, and although operating took second place this time, we were able to fulfil our objective by talking to those who expressed an interest in taking the Foundation licence exam, and others who stopped by just to say hello in person.

A QSL was designed by me using some of the photos taken over the two days so that Stuart could make the stickers for the back and send them to all the contacts that were made, either direct to club members at a club meeting, or via the RSGB bureau.

Julia G0IUY

CAAmping for masochists

Not a technical article, more of a shaggy dog story, but might raise a laugh

As some of you know we spend week away in the worlds smallest caravan. Well last year we had a problem with a leaky window, so I typed Freedom caravan into e-bay and blow me in the auction was a length of new rubber seal for the exact window. I set the PC running 30 minutes before the end time, ready to bid, got bored waiting and started typing an email, time passed and when I looked up, the auction's finished and I missed it!

So back in France I removed the window (bloody difficult), cleaned up the rather perished rubber seal, put lots of silicon around the groove and refitted it. Despite the cracks in the rubber, no water in. Great I thought, job done.

We were getting ready to set off to camp and got all the bedding in the van. Down comes the rain (always happens when you're trying to load up). I check the window and all is well. I look at the other side and water is coming in and beddings all wet. Bring the bedding in to dry and text friends to say we'll be late (no surprise there).

Stuffed some plastic down the side of the bed to divert water. Rain stops and bed dry, so think we'll load up and set off. Lock up the house and off we go. Mile down the road just getting up to speed - horrible smashing and wrenching sound and the lid of the top box is sliding down the road and disappearing into the ditch. Lucky nothing was coming or could have been very bad. Guess what dip stick hadn't locked the lid when he set off!

Retrieved lid stuffed everything in van, and back home. Raining again so drag the bits up to the loft and start drilling out the rivets holding the broken bits of lid to the hinges. Drill slips and goes into my finger, clear up blood and bind it up with plasters and Sellotape.

Try to glue bits together, and whilst pushing the bits together it slips off and broken edge goes up my thumb nail on the other hand (wow that hurt). Mop up more blood and after pain subsides, bind up thumb.

Cut up pieces of ally sheet and drill and pop rivet across joins. Fortunately have just bought some GRP mat and resin. So clean up surface (and having got the plastic gloves on over the plasters - not easy) stuff grp over the joins. Still doing this at 1 AM. Next day up early and fight with trying to get the lid lined up and pop riveted back on to the hinges. It would be easier to get several angry cats into a hessian sack. Although I've never tried, you probably would have less injuries than I've got. Sue cut her finger, I said "only the one finger?", that didn't go down well. Now my ear hurts too!

Our friends said it was hot and sunny in the Limousin (South of France). Well we are here now (it took 8 hours to get here) and it keeps raining. It's so cold that we have the fan heater going in the van at the moment. Apparently today is the good day! I'm supposed to be playing the guitar for a 'do' on Tuesday. You've heard of 'Muddy Waters' well I'm going to be playing 'Bloody fingers'!

They say that into each life a little rain must fall. Well I reckon there's some buggers out there having a drought. Well as the song says "things can only get better". Well I suppose hope springs eternal.

All the best - Mike & Sue (M0CAA & M0BOZ)

Useful Tip

By Alex G0DHZ

NYLON ROPE

IF YOU'RE GOING TO USE NYLON ROPE FOR ANY GUYING ETC

Heat and melt the ends to stop any fraying. Hold the rope far enough above the heat source to stop it singeing or burning, which will make it go Black . When the rope starts to melt, fuse the strands together by wetting your fingers and twisting the ends.

CAUTION 'DO NOT ATTEMPT THIS WITH DRY FINGERS'.

THE ROPE WILL STICK TO YOUR FINGERS AND GIVE YOU A NASTY BURN.

HDARC ANNUAL COACH TRIP

The annual coach trip took place on Sunday August 19th. Following discussions with some members, and my recommendations to committee, it was agreed to book Emsworth and District who are based in Emsworth as our coach company for this year's outing.

Simon G0IEY, Frank G0LFI, Christine M6UBI and I had already been on one of their day excursion trips earlier in the year to try them out ahead of the annual outing. We found the coach to be very comfortable, roomy and clean both inside and out and the driver was courteous and helpful at all times.

A few days prior to the club outing to London I had a couple of phone calls, the first was to confirm pick up and times at each location and the second was to inform me that I could have a larger coach as it was available. Because I wanted to keep families together we mutually agreed to leave the original coach booked as was.

The big day arrived; Simon and I arrived at Merchistoun Hall in Horndean at 07.00hrs, and with a check list was able to confirm all passengers were at their pick up in plenty of time. The coach arrived as promised at exactly 07.20hrs. Passengers boarded and in their seats, enabled the driver to continue his journey to Havant arriving there at 07.35hrs. We then travelled on to pick up at Cosham for 07.55hrs and finally Locksheath shopping centre by 08.20hrs.

The driver departed from Locksheath at 08.30hrs and was very courteous, helpful and most importantly was a careful driver. We had a super health and safety check via monitors on board during the start of our journey. We arrived at Fleet Services 10.10hrs where we had a 30 minute comfort stop. The drive into London was good with no major road works or hold ups. We arrived at the museums at 11.00hrs, and weather was good. The passengers disembarked, having first been told where the coach would collect from for the return journey.

Natural History Museum

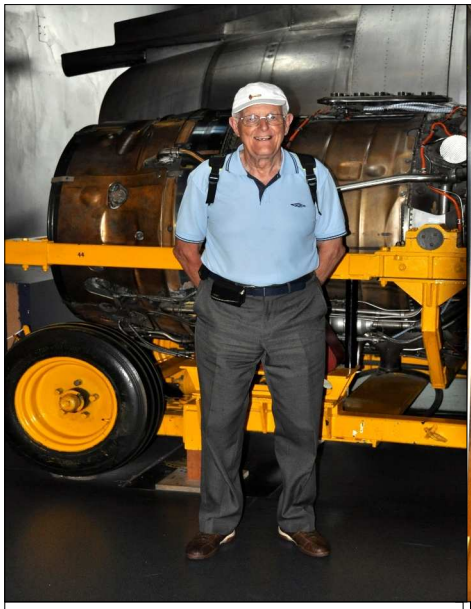
View of the V & A Museum

Science Museum

Above: Inside an operating theatre at the Science Museum

Right: Science Museum entrance hall

The total cost of the day trip was £16 per person, this covered seat fare only as the museums intended as the package were free entry. However passengers were free to travel wherever they wanted to go provided they arrived back in enough time to depart with the coach. Some of the club members visited the Victoria & Albert (V & A) museum, whilst others the Natural History museum. A small group of us wanted to visit the Science museum so Simon G0IEY, Frank G0LFI, Christine M6UBI, their guest Nick, Sean M0XAN, Karen M6KLH and I made our way there. I have never been to any of these museums and didn't really know what to expect, so it was a difficult decision beforehand. I was hoping we could have made it to another for a quick look but time ran out. You need a whole day plus more to do one museum in itself.



John G4ZTQ

Frank G0LFI and Rob M0RZF

After discussions all round, we agreed to start from the top floor and work our way down. The medical floors at the top were excellent, and our group had a few laughs in the tour. Karen and I were intrigued by some of the apparatus that used to be used on patients. Some photos attached show the group in the medical area. On the fourth floor some practical elements were operational as it was a science area designed mainly for children to take part in, but was fun for us grown ups as well. So Sean, Nick, and I had a go on some of the energy devices. It was thirsty work, so Karen and Sean decided to have a drink, the nearest refreshment area was on floor three, and we eventually met up with them both for a rest period before going into the next exhibition.

Simon G0IEY

Sean M0XAN Simon G0IEY and Karen M6KLH

Julia G0IUY and Christine M6UBI

Sean and Karen decided to take a break in the fresh air, so we would meet up with them again later. We became alert at one stage after looking out of an upper floor window to see that it was very wet outside, there had apparently been a torrential downpour of rain at midday complete with a thunder burst which we didn't hear. It was by now 13.00hrs and we were hungry, so dropped back down onto the ground floor for lunch. I phoned Sean to see if they were coming back but were already eating out so we would catch up later.

We carried on the tour from the third floor down, where we met up with Rob M0RZF and John G4ZTQ and took a photo, which is enclosed.

Walking around on the ground floor I spied Mike G6WBX having a meal in the same café area so popped in to say hello. By the time 17.00hrs had come we decided to leave the museum even though there were still a lot of areas to see. Maybe visit another day.

The weather outside was still good, so we had a nice walk back in the direction of where the coach would be. Christine M6UBI took a couple of photos for me showing the beautiful brickwork of the Natural History museum. Photo enclosed. We saw the coach was already waiting, and at 17.10hrs got back on board to find 90% of passengers were seated. Only two or three to arrive which they did, so following a head count at 17.15hrs we agreed to depart and save time through traffic.

A fifteen minute stop at Fleet on the way back, with the eventual arrival back to Locksheath at 19.30hrs. An envelope was handed by me to the driver with a collection to show our appreciation of his service that day. By the time all the other passengers were dropped off, the Horndean group arrived back at Merchistoun Hall at approximately 20.00hrs.

Since the outing I have received many thanks from passengers all expressing the fact that they had a thoroughly good day out and looking forward to next year. I am totally amazed at the number of places and pleasure trips that other passengers achieved in the time we had there.

For those who did not do the museums it seems they went to, Kensington Palace, The Natural Portrait Gallery, the Imperial war museum, some walked from South Kensington via Hyde Park, Marble Arch, Regents Park and Zoo, passing over the canal and along tow path to Camden Lock Market and back. Another passenger went to Harrods, and the Diana Memorial Fountain, the Royal Geographical Society to see the “travel photographer of the year”, for one couple a special trip was a cruise on the Thames to Greenwich, visiting Buckingham Palace, Trafalgar Square and Downing Street.

I am so pleased you all had a good day and I look forward in seeing you all next year.

Julia G0IUY

All photos that accompany this article have been provided by me and Simon G0IUY and Christine M6UBI.

PS.

It is with deep regret that since writing this article, we learnt that the HDARC has lost one of its hard working members who was so young in age, and who was enjoying herself on the annual coach trip. Karen M6KLH, aged just 35 years has died and was found on Thursday September 6th 2012 in her apartment. Karen will be sadly missed by the club and its members, and all who knew her. She was a bubbly character, and as a result was very much loved by all who knew her. I know that apart from myself and Simon G0IEY, Sean M0XAN our club editor will miss her; he has lost a very dear friend as well. Sean had known Karen for about 10 years. It is Sean we have to thank for introducing Karen to the club, and that she worked hard to obtain her Foundation licence. We hope that Karen is now at peace and we pray for her family during this difficult time. Karen will always be in my thoughts and prayers.

There will be a follow up obituary for Karen in the next journal.

Karen M6KLH, always bubbly, always laughing.
Rest in Peace Karen. You will be missed by us all.

The Mike Matthews Award - September 2012

At the club meeting on September 6th, Stuart GØFYX (on the right) was presented with the Mike Matthews Award by HDARC Chairman Ken G0JWL. For those of you who are unfamiliar with this HDARC award, **reproduced below are the rules for the award**. Please send your entries to Dick GØRPX, the club's awards manager; contact details on club committee page. Good Luck.

1. Only fully paid-up members of the Horndean & District ARC(HDARC) are eligible to submit an application for this award.

2. The award is available to be won twice-yearly; the qualifying periods in which contacts are to be made, are August 1st-January 31st or February 1st-July 31st.

3. Applications should be sent by February 21st or August 21st, to the club award manager. There is no charge for the award.

4. A log extract showing the date, time, station contacted, reports sent and received, is all that is required. All contacts must have been made using hand-generated CW. No QSL cards needed.

5. Fifty (50) different stations must have been contacted, of which at least 10 must be HDARC members at the time of the contact.

6. In the event of more than one application being received that meets the above criteria, a tie situation will be resolved by the award manager or an officer of the club. This will take into consideration firstly, the greatest number of club members contacted, secondly the greatest number of different bands used, and thirdly by any other means at the discretion of the award manager or an officer of the club.

7. The winner will be able to keep the award, until such time as it is awarded to another person. No person can submit an application for the award in two consecutive time periods. The award remains ultimately the property of HDARC.

8. Contacting the club station G4FBS or its variants (e.g. GX4FBS/P), or any special event station organised and run by HDARC, will count for two member contacts.

CHRISTMAS SOCIAL

It is time to think about the club's annual Christmas social. This has been booked for Thursday 13th December 19.30hrs for 20.00hrs. It will be held at The Mead End again which is located in Denmead.

Menus are now available from me so if you would like to attend please contact me ASAP. My e-mail address is juliatribe@ntlworld.com

There is a clip board available on a club night, so please add your name/s on it.

Numbers are not restricted, so the more who attend the merrier. It is a good venue in which families can gather and have a good social get together before Christmas. For some members who live overseas it is a once a year gathering.

There will be **NO** lunch venue this year so I sincerely hope that for the few who attended last year you will come to the Dinner.

Many thanks

Julia G0IUY

HDARC Social Secretary

Don't worry about avoiding temptation. As you grow older, it will avoid you.
- Winston Churchill

CLUB NEWS/DIARY Compiled by Stuart GØFYX

News of club members

It was with great sadness that we heard on September 6th about the tragic and sudden death of Karen M6KLH. A full obituary will appear next issue.

We are very pleased to welcome new member SWL Dawn Mills from Gosport. Good luck in your Foundation licence exam.

The club acknowledges, with grateful thanks, the generous donation of a Pro-Whip Mini Delta Loop antenna, by Nigel 2EØNAJ. This can be used at Fort Widley if required, and is also available for use at special event stations run by the club.

The final table of the RSGB 2012 Club Championship series of contests shows that HDARC came 11th out of 38. CW and SSB modes were used, but still no entry in the Data series from HDARC. Perhaps next year? In the AFS Super League for 2011-12, HDARC came 34th out of 118. Well done to all those who took part.

The Mike Matthews Award for the session Feb-July 2012 was won by Stuart GØFYX.

Thank you to Julia GØIUY and Simon GØIEY for designing and printing the QSL cards for our special event station GBØSWF.

Diary

Thursday October	4th	Natter night/social evening
Thursday October	18th	Annual General Meeting
Thursday November	1st	Natter night/social evening
Saturday November	10th	RSGB Club Calls (160m SSB) contest 2000-2300
Thursday November	15th	Club members 15-minute talks (see below)

This 'n' that

We were very sorry to hear that former club member Bob Oakes M3OQC, from Denmead, has become a silent key.

The club members' 15-minute talks evening will soon be here. I need 4 or 5 members to give a presentation on whatever they want. Please let me know if you want to take part; I don't need to know the subject.

An interesting website you might want to have a look at. **www.160m.net** is a SDR based in Stafford, UK, for 80m and 160m. Thanks to John G3MYI for info.

Horndean & District A.R.C Information.

Club Call signs ***G4FBS (Held by G3AAT); G6RST (Held by G4WQZ)***

Club Website **http://www.hdarc.co.uk**
(Maintained by Trevor G4UXJ)

Club Yahoo Group *Administrator is Stuart GØFYX*

Club Meetings *Held at Anders Hall, off Milton Road, Waterlooville, Hants. PO7 6AW (NOTE: no letter box), on the 1st and 3rd Thursday of each month. Commencing at 1930.*

Club Nets *All times are local and frequencies plus/minus QRM.*

Sunday

0900 CW until 0930 then SSB on 1925 kHz.
Net controller:- CW Stuart GØFYX
SSB Stuart GØFYX

1800 SSB on 21237 kHz (or if busy, 21315 kHz)
Net controller:- Rob MØRZF

2000 FM 433.450 MHz
Net controller:- John G4WQZ

Monday *1930 SSB 1925 kHz for approximately 30 minutes.*
Net controller:- Stuart GØFYX

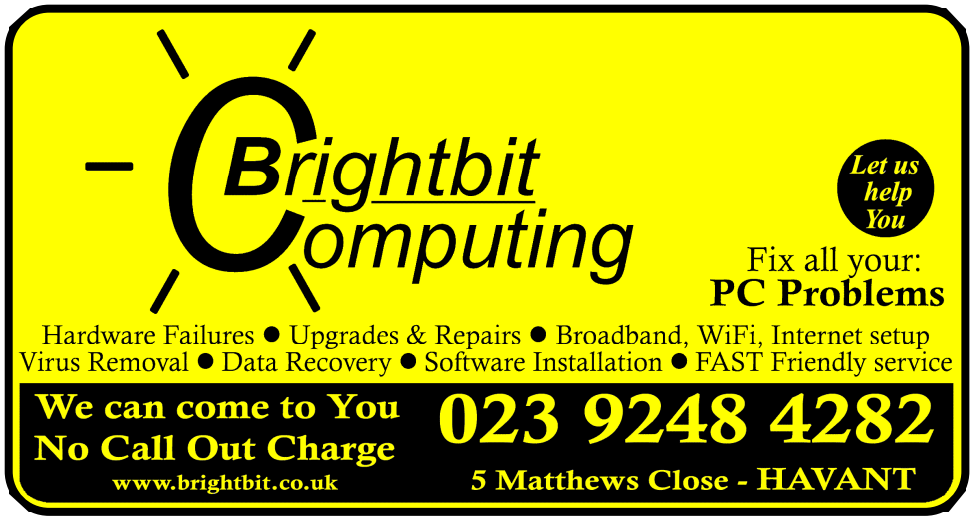
Wednesday *1930 FM 145.375 MHz for approximately 30 minutes*
Net controller:- John G4WQZ

Club Membership

Joining fee £2 . Annual fee £20. For Europe and rest of the World fees contact Membership Secretary. All annual fees payable on November 1st. If fees not paid by the following January 31st, membership is ended.

Club Awards

Full details from Dick GØRPX Tel: 02392 647091
richardevans@ntlworld.com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Specification
- Diameter: 5.0mm
- Loss per 100m: 9.4dB @ 100MHz, 6.61dB @ 50MHz

Price: £1.39 per mtr, **£125.00** per 100m drum

Aircell 5 Connectors
- **PL259** connector (part: 7760) **£2.25**
- **N type** connector (part: 7700) **£3.95**
- **BNC type** connector (part: 7720) **£3.25**

Aircell 7

Specification
- Diameter: 7.3mm
- Loss per 100m: 6.28dB @ 100MHz, 4.52dB @ 50MHz

Price: £1.99 per mtr, **£179** per 100m drum

Aircell 7 Connectors
- **PL259** connector (part: 7390) **£2.65**
- **N type** connector (part: 7392) **£5.25**
- **BNC type** connector (part: 7391) **£5.25**

Ecoflex 15

Specification
- Diameter: 14.6mm
- Loss per 100m: 2.81dB @ 100MHz, 1.96 dB @ 50MHz

Price: £5.99 per metre, **£539** per 100m drum

Ecoflex 15 Connectors
- **PL259** connector (Part: 7350) **£8.95**
- **N type** connector (Part: 7395) **£9.95**

Ecoflex 10

Specification
- Diameter: 10.2mm
- Loss per 100m: 4.0dB @ 100MHz, 2.8 dB @ 50 MHz

Price: £2.89 per mtr, **£260** per 100m drum

Ecoflex 10 Connectors
- **PL259** connector (part: 7378) **£5.95**
- **N type** connector (part: 7367) **£6.50**
- **BNC type** connector (part: 7379) **£6.50**

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Specification
- Diameter: 10.3mm
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Price: £3.65 per mtr, **£328.00** per 100m drum

Aircom Plus Connectors
- **PL259** connector (part: 7378) **£5.95**
- **N type** connector (part: 7367) **£6.50**
- **BNC type** connector (part: 7379) **£6.50**

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100 metre drum.....£116.00
50m length.....£64.50
Price per metre £1.29

RG-213tm – Economy version
100 metre drums £99.00

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100 metre drum.....£59.95
Price per metre £0.65

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100 metre drum.....£39.95
Price per metre £0.45

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100 metre drum.....£89.00
Price per metre £0.99

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Price per metre £0.85

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100 metre drums £49.95
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